

Heiler
Pls. find for info to Mr. B.

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14 May 1959

MB

NOTE OF TELEPHONE CONVERSATION

Col. Burke to Mr. C. L. Johnson re U-2 Fuel Curves

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1. Col. Burke advised Mr. Johnson that the U-2's at B are all falling below the handbook curve for fuel consumption and that the people here are very much concerned over this. [redacted] is sending in the statistics he has collected and Col. Burke will put [redacted] and someone from Ops to work on the problem.

Various reasons for the deterioration had been suggested, including the addition of mods, paint, and rough surfaces, etc.

2. Mr. Johnson said that at the time of putting out the last handbook (red cover) the range curve had degraded about 2% due to mods, paint, and general deterioration. However, he felt the problem Col. Burke had described might have the same answer they had found at Del Rio. The SAC group had complained about one airplane that would not meet the curves and the Lockheed people had looked at all the data and found it pointed to one pilot who had been reporting considerably higher altitude than he was actually flying. Col. Burke said that if this were the case at Det. B, then all the pilots were doing it because the seven flights he had watched were consistently off.

3. Col. Burke asked Mr. Johnson what he thought of specializing a couple of the airplanes for certain systems and pulling all the unnecessary fittings out. Mr. Johnson said he didn't think there would be enough weight to throw out to make a difference since the cabling in the aircraft is under 40 pounds and each system hatch has been built so as to contain its own cabling and extra fittings, so that the extra weight has been kept firmly in the package and not in the airplane itself. He said the airplanes which have been modified are not over a couple of hundred pounds heavier than when they left the factory new.

4. Mr. Johnson said that if it was desired, his people could drop by Det B and do instrumented flight tests on any or all of the airplanes, or either return one to Burbank for such tests. He said there might possibly be some deterioration in the power plant and mentioned the trouble with compressor blades in the -31, and asked if all our engines had been brought up to the status of the experimental engine.

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